this district on May 28, only thirty wells were found that yielded over 1,000 barrels each per day, yet there have been found here within a few weeks almost half that number of wells of like magnitude. Not a well has yet been opened here that does not flow over a thousand barrels a day and some have produced twice that quantity. A number have been drilled down to the sand, where the oil is found, and then plurged, so that the oil cannot flow, and are still in that condition, awaiting the erection of tankage and pipes to conduct the oil away. As soon as this is accompished at a well, which is slow work, owing to the difficulty of getting the material here, the well is epened and the oil allowed to flow. When oil is struck here and allowed free vent, it shot up a distance of from 50 to 100 feet in the air, and is accompanied by a flow of cas that makes a hissing noise, to be heard several hundred feet distant.

DEPRESSING EFFECTS OF THE GREAT WELLS. Although this district has proved such a wonderfully rich strike, and millions are being invested in it in one way and another, yet it has been productive of wide-spread disaster to the oil trade, and many failures are looked for unless a change in the market price comes very soon. It is estimated, and is almost capable of demonstration, that the depreciation in the value of real estate and general oilproducing property, together with oli stocks, since the striking of "646"-the first well here-amounts to at least \$30,000,000. There were about 30,000,000 barrels of oil on hand when the first first five months of the year was 85 cents a barrel. Now it is selling for 52 and 53 cents a barrel, which alone marks a great loss. Many producers who were making money before are now wiped out, as it were, because they cannot produce oil and make it pay at present prices, as those owning large wells can, and, unless consumption is creatly increased or the field here at Garfield soon gives out, thousands of wells which are now pumping will be closed. The discovery of this new field has had a won. well was struck. The average price of oil for the ands of wells which are now pumping will. The discovery of this new field has had a wo closed. The discovery of this new field has had a wonderfully depressing effect on the old fields. The great Bradford field, where 13,000 wells have been drilled, and where hundreds were under way a short time ago, now has less than three dozen going down. In the Allegany field, where last month there were over 250 drilling wells, now there are less than 94, work having ceas don the remainder. In the Cherry Grove District, which is the name of this new field, in which six weeks ago there was only one well, there are 161 in progress, and the number is only limited by the insbinity to get the necessary material to begin work on others. There were in the entire oil region 108 fewer wells completed in June than in May, but the production increased 4,101 barrels a day owing to the magnitude of the new wells about Gartield.

NORTH CAROLINA POLITICS.

ACTIVITY OF THE ANTI-BOURBONS. TOUNG MEN COMING OUT FOR THE LIBERAL MOVE-MENT-PROMINENT ISSUES OF THE CAMPAIGN. [FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.

RALEIGH, N. C., June 22.-The campaign in this State has opened in good earnest. The Liberals have nominated candidates for Congressman-at-Large, Supreme Court Judge, and six Superior Court Judges se men are all well known, and their records wil stand the test of the canvass. O. H. Dockery, of Richmond County, the Liberal

nominee for Congressman-at-Large, is an old Republican, known throughout the State, and popular not only with the party with which he has been identified ever since the close of the war, but also with Democrats. He is a awyer of ability, and one of the most effective stump speakers in North Carolina. G. N. Fowlke, of Cieve and County, the choice of the Liberals for Supreme Court Judge, has heretofore seted with the Democrats, but has always been liberal in his views and is exceedingly popular in the western part of the State. He is an able lawyer and a man whose record is above reproach. The ainees for Superior Court Judges are taken from both the Republican and Democratic parties. The three eral Democrate are young men of excellent socia position and will attract a large personal following from the younger men of the Democratic party. There are plain signs of dissatisfaction among that element. For years the young man have followed the leaders of their party, " whooped up" their comrades in the cam paigns, and performed all the labors of the political contests. But when honors were to be awarded, they were distributed among the old veterans. Whether this was equitable or not matters very little. The result has been to drive the young men out of the party to take "pet luck" with the Liberais. In the easiern counties of the State, where the colored voters preponderate leaders are greatly needed. The Democrats in that section have no political preferment to bestow, and if the young men of the party have aspirations in that direction, they readily see that they cannot be gratified unless they branch out for themselves.

The leading Republicans say that the color line is sapidly being eliminated from the contests in this State. The recent exodus of negroes from North Carolina has been and is feit by the whites, especially in the East, and as a consequence there is much less bitterness between the employers and employes. As an instance of this appreciation of the colored labor in the section of the State alluded to, a prominent Republican rice planter of New-Hanover County says that a few months ago he was appealed to by some of his Democratic neighbors to send to South Carolina and induce colored farm laborers of that State to settle in their locality, n suring them that they would be welcomed, and that any est liberty would be accorded them to which they were entitled. This appeal was made to the blican planter because it was believed that he could induce the colored South Carolinians to come to

One of the most important issues of the campaign is the repeal of the present system of county government. When the Democrats came into power here eight years ago, they repealed the old custom of selecting magistrates and county commissioners by the people and placed their appointment in the hands of the Legis-lature, and having the majority of both branenes of that department of government, of course they selected department of government, or course they acceed none but their own followers for these officers. The law was changed so that the magistrates who were chosen by the Legislature were made to appoint county and school commissioners, judges of election and registers. In a word, the whole county government system of the State was placed in the custody of the Democratic party in the Legislature. The selections for these offices, it is charged, in many cases were men wholly unfit and incapable. This system gave the Pernocratic control not only of the counties in which they had a majority out of those in which the Republicans largely preponderated. The result is that a sufficient number of counties to acquire a majority of the Legislature dictated to all the balance of the State, not only as to the general laws for the government of the whole people, but the local governments of all the counties, in the State. Under any electumistances the system would become unpopular. The western counties in which there are comparatively few negroes, now demand a return to the old custon of choosing their own local officers. The issue is a popular one. The members of the Legislature are to be elected this year, and this question will be made a direct issue in their selection.

Another issue is the liquor law. At the last session of none but their own followers for these officers. The law

this year, and this question will be hade a direct issue in their schedion.

Another issue is the liquor law. At the last session of the legislature the Democrats passed a bill prohibiting the manufacture in the State of spirituous liquors, and forbidding their sale, except by arruggists upon a physician's prescription. The people rose on masses and pot their veto on the bill. It was submitted to the popular vots last year and defeated by a majority of over 128,000. In the platform adopted by the Republican convention last week was a declaration against such stringent legislation. The Democrats in many sections of the State, and particularly in the West, do not look with friendly eyes upon those who imagerated the prohibition measures.

The leading Republicans claim that they will gain enough accessions to their ranks this year to overcome

The leading Republicans claim that they will gain enough accessions to their rains this year to overcome the majority of 5,000 by when the Democrats carried the State hast year. It is estimated that the Liberals will carry the State in this context by ten to fifteen thousand. The Democrats peoblopod the idea, and say the movement does not amount to anything, and is nothing more than the old-time Radical party revamped for this occasion. Their convention will be seld on July 16.

The Republicans have declared out and out for a protective tariff. This question is not likely to become a fair-reaching issue in this state, but in several districts a fight will be made upon it. The Democrats, it is probable, will let their candidates for Congress dispose of this question to suit themselves. The Laberals will divide their Congressional hominations equally between the two wings of the coalition. In districts in which the Democrats are largely in the impority, the Liberal element of that party will be chosen, and vice versa.

BACCALAUREATE AT WILLIAMS.

WILLIAMSTOWN, Mass., July 2 .- President Carter, of Williams College, delivered his first bacca-laureate sermon in the chapel this afternoon, to a large sudience. His text was, "I am come that they might have life, and that they might have it more annu-

A MINER FATALLY BURNED.

CARBONDALE, Penn., July 2 .- Thomas Phillips, a miner employed by the Butler Colliery Company, of this city, attempted to remove a quantity of biasting powder, and, having a lighted mine-lamp upon his hat, the powder exploded, burning him so badly that he died in terrible agony a few hours later.

"Oh, yes," said the tramp, as a tear glistened like a guin-drop upon his sun-statued face; "I served during the entire war." After stowing away the com-fortable breakinst that was given him he inished the Sentence—"I was a waiter in a Canadian restaurant."

Dr. McClellan, the famous rifle-shot, gave an Dr. McClellan. the lamous rine-shot, gave an old colored man the other day a dollar to hole a target in the shape of the askes at the end of a freshly lighted cigar. The darkey took the dollar in his hand and the eigar in his mouth. Mcclellan walked back, raised the rine and shot the askes from the end. The exploit was repeated successfully, but the old man objected to the third attempt, saying: "De third time are eder lineky or it are omitted." ABUSES IN DRAWING JURORS.

MORE LIGHT ON IRREGULARITIES.

FORMER DEPUTY'S EXPERIENCE TOLD-JUDGES INDIFFERENT, OTHER OFFICIALS NEGLIGENT, AND DRAWINGS OF 2,800 JURORS A MONTH MADE BY IRRESPONSIBLE SUBORDINATES-HOW SUBPRENA-SERVERS COMBINE TO BLACKMAIL-DEPUTY-SHERIFFS DISMISSED FOR FRAUD.

A former city official whose duties required him to be theroughly acquainted with, and occasionally to take part in, the drawing of jurors for the several courts of this county, made some interesting statements to a TRIBUNE reporter a day or two ago as to the actual workings of the jury law, and the possibility of fraud under the most honest administration by the various heads of the departments authorized to perform this duty. Some of his statements have already been given in other forms by other informants of THE TRIBUNE, and are here omitted, but others were so singular as to make them worth reproduction in illustration of the abuses of the existing system. This man, though not connected with the Commissioner of Jurors office, often assisted at the drawing of panels for

the various courts. "The lists of persons liable to jury duty," he said, in explanation of the system, "are prepared in the office of the Commissioner of Jurors, chiefly from the City Directory, and also from the previous year's enrollment. As soon as Directory is published in June of each year it is scanned for the names of all adult male residents. The Commissioner has until October 1 to complete and to correct the list he makes up. This is done by what is called 'enrollment.' A notice is sent to each man on the list to appear-and the order is imperative and must be obeyed under a penalty payable to the Commission er-and show cause why he should not be placed on the list of liable jurors. His name is already there, and it is a very difficult or costly thing to get it off again. Legal excuses are first heard. They are non-citizenship, inability to understand English, non-possession of \$250 worth of property, deafness, illness, insanity and infirmity, and professional men and public officers, etc., are also exempt."

" Of course a legal excuse at once relieves a man from being again summoned."

"Of course it does nothing of the sort. His name is sure to be retained, though he is not liable, and although when he is drawn again on another panel and brought into court his legal excuse is sure to save him from service. But his name is kept on the list of liable jurors and is put into the wheel each month as if he were competent to serve. "Why? It is of no benefit to the Commis to do this, is it ?"

"No, but subpæna-servers must live, by hook or crook, and this is one of the crooked means. The legal fee to the Sheriff of the county for serving a subposna on a juror is 35 cents, 20 cents going to the Sheriff and 15 cents to the deputy who serves it. If a panel of 100 men not liable should be drawn it would make only this difference to the Sheriff and his deputy-they would get \$35 for serving the 100 men and an equal amount for serving an additional or extra panel for the same

"Then a non-liable juror is worth as much as tw to the subpœna-server !"

"Theoretically, yes; but, of course, in practice it doesn't average so much. You can see, however, that it is no interest to the Commissioner of Jurors or the Sheriff to strike off the names of those wh have legal excuses. Well, this process of enrollment goes on all summer. Names do disappear from the list, however, but they are bought off. And though it is not of the slightest interest to the Commissioner of Jurors that the list be thus reduced somebody profits by the dropping of every name. This list, as finally made up, is submitted to certain Judges, who, as a rule, make a pro forma examination of it, and pronounce it legal, without really knowing anything about it. They trust to the Commissioner of Jurors to see that it is all right, but he personally knows nothing about it. He trusts to his deputy to see that it is correct, and he to his assistant, and finally the responsibility dis appears, or is divided among a lot of wholly irresponsible persons or cierks."

A TRUSTING DISPOSITION ALL AROUND. "Are the panels for the various cours drawn from this entire list ?"

"No. Lists of from 2,000 to 3,000 names selected from this big list by somebody in the Com mussioner of Jurors' office, are sent about the 10th of each month to the County Clerk to be put in the big wheel, and the panels for the courts are drawn from these lists. There are only enough names put in the wheel to supply the demand for the month which the drawings are to be made, so that vir tually the jurors for any month are selected by the clerk who makes up the monthly fists. The drawing in the County Clerk's office settles nothing more than the question of what courts each panel of 100 will be sent to. Now the County Clerk probably knows no more about these monthly lists than the Judges and Commissioner know about the big list. The County Clerk trusts his deputy, who trusts his assistant and so on. The Judges who have supervised the big list come in to supervise the drawing of the panels, but they know nothing about it, bu trust the Sheriff and County Clerk and Commis sioner of Jurors to see that it is all right. But they usually chat with the Judges, if they attend at all and a deputy does the actual work. It is the most stupid of legal formalities, and would be a farce were it not that under the present system a pair of corrupt deputies or clerks can draw any names for any court or even any case they wish."

"Out of two or three thousand names in the

"Yes, precisely. Suppose there is a suit involving a large sum set down peremptorily to be tried on a certain day, and somebody wants 100 certain men called, or men of a certain class. A deputy county clerk, a deputy sheriff and a deputy commissioner of jurors can, with their innocent chie's and all the Judges looking on, draw those identical 100 men from that wheel, turn it and whirl it and twist it as they may. How f Suppose a bribed clerk of of the Commissioner of Jurors has selected the 100 names and put them together with a small elastic band around one end of the package. what is there to prevent a bribed clerk of the County Clerk or a bribed deputy sheriff from drawing them one at a time from the wheel ? Nothing. Particularly as the Judges don't look on, and as the Commissioner and Sheriff and County Clerk don't usually attend. It not only can be done, but it has been done in more cases than one. And this process obviates the need of buying up a Clerk of the Court, or personally bribing, or otherwise influencing a juror. It is, in fact, a cheap method of getting twelve certain jurors. Suppose the case involves an important landlord and tenant question-a common class of big cases—then the 100 men selected are landlords or tenants, according as the verdict is wanted. In a suit involving corporations, only persons who represent corporate interests would get on a jury thus selected. Suppose the issue involves a big railway company, why it could for a thousand or two dollars have 100 of its own dead-heads drawn. It isn't often that such suits come up, but under the lax enforcement of the system, desirable panels can be had very cheaply in this way." "Do the Judges never examine the lists put in

the wheel." " No. It is safe to say hardly ever. They usually read the papers or tell stories during the drawing,

and of course they take the word of the clerks as to the number of names put into the wheel. They have no personal knowledge, and can have none, except by counting the bailots, which manual labor they never perform."

"How many panels are drawn each month !" "Let me see. I'll make a list as the surest way of getting at the figures. in New-York County, panels of 100 for each part of a court are drawn twice a month, for the first and third Mondays of each month, and joors are supposed te serve two weeks on each panel. The list would therefore be:

Supreme Court. 3 parts
Superior Court. 3 parts
Court of Common Pieas. 3 parts
Marine Court. 3 parts
General Sessions. 2 parts 300 jarors 300 jarors 300 jarors 200 jarors

each fortnight, or 2,800 each month, or about 28,000 to 30,000 (with extra panels) each year of ten months."
"What proportion of each panel of 100 jarors for

each court reports for duty ?" "The judges are very well satisfied if they get three juries of twelve men each out of every panel of 100 subpossed. Sometimes only four or five out of a hundred answer to their names, and then it is necessary to order an extra panel, while the court meantime adjourns and litigation comes to a compulsory and very expensive halt."

TRICES OF IRREGULAR SERVERS. "What becomes of those drawn who do not ap-

pear ?" "Ask the officials, and they won't tell you; but it is the result of the various swindles of the subpoenaservers and others. There is only one legal service on a juror when drawn-that by the sherift. The service by the Commissioner of Jurors is not mandatory; but there is a gang of men hanging about that office who make a business of serving notices free of expense to the Commissioner, and often without his knowledge. They are irresponsible to him, but they 'stand in' with somebody in his office. They 'pool issues,' too, and divide the spoils, which, I calculate from experience in the past, to be about \$1,000 a month for ten months of the year This is the way they work it: Say a panel of 100 has been drawn for Part 1, Supreme Court. A copy is given 'the gang' before it is sent to the sheriff; and a list is made out of men whose occupations and addresses would indicate them to be rich, active business men, who would be desirous o avoiding this irksome duty. The average banker, broker, bank president or stock speculator canno give two weeks of his time without cost of hun-dreds of dollars to himself. He can better afford to pay \$250 fine to the court, or \$50 to the Commis sioner, and is always ready to get off cheaply by paying the server of notices to clear out. You see ! Well, as I was saying, subpænas are made out for this class of men, and the irregular servers go to the selected victims. They serve them with many apologies about 'unpleasant duty to perform,' call their attention to the fact that the 'court is one with a big calendar,' as all the courts now are, and that the unfortunate juror will probably 'have to serve a whole month-or fortnight at least,' They don't hesitate, if the victim doesn't take the hint, to tell him very plainly that though the penalty is \$50 if paid to the Commissioner of Jurors and \$250 to the court, with a chance of imprisonment and a certainty of compulsory duty the following month; still, it can be 'fixed,' Occasionally a server, though not the legal one, will get from \$15 to \$25 from a victim, and he will turn in \$10 or \$15 of it to the pool. After securing the money he will tell the victim that another service will be made on him in a few days, but to pay no attention to it. It may come by Hussey's Post, or a sheriff's officer may present it, but he must regard it as of no consequence, as he will now be made all right with the Commissioner of Jurors and the court. He will be told, besides, that as the sheriff gets a regular fee whether the juror served attends or not, the second service will not be worth further attention. So, when the legal service is made, the juror, who has already paid to be let off, cheerfully accepts the Sheriff's subpona and virtuously says he'll be there. Of course, the poorer people on the list are not worth playing this elab orate game upon. This class is left to the Sheriff's servers for plucking, and poor as this class is, a mar occasionally pays a \$5 bill for being returned by the subpossa-server as 'not served.' It is in this way chiefly that the original panel is so reduced as to embarrass the court,"

" Do the servers never get detected ?"

"Yes, the Sheriff's servers do, but there is nobody to detect and punish 'the gang' who pretend to come from the Commissioner of Jurors' Office Sheriff William C. Connor during his administration dismissed four deputies for frauds in serving subpoenas, and I hear that thus far Sheriff Bowe has lismissed three."

"Does this payment to the server exempt a man for the year ?"

"Bless you, no. It insures his being drawn again very soon, if not the very next month. Would you expect the banco-d aler to exclude the 'suckers' from his place f When a man pays he goes on the list for early service again. Then he gets mad and probably goes to the office of the Commissioner and nakes complaint, and then, if he takes the proper and rather broad hints which he receives, he pays to be excused for the year. It is generally 'fixed' with omeone connected with the office in a left-handed way. This abuse was once brought to the atten tion of the judges who supervised it) drawings, and they put a stop to it for a time."

"Are there many ' professional jurymen ' ?" "Yes, and some of them very honest fellows, ioner and say they are out of work, or too ill or disabled to do manual labor, and beg to be put on the lists for each fortnight, and in this way many are furnished with pretty constant work at fair wages. But it is horribly demoralizing to the

"Certainly your story is not calculated to encourage people to engage in litigation."

"Not in New-York County. It is not so bad in Kings, which has also a special law better than ours, nor in the other counties of the State, in which he juries are drawn under a general law. That o New-York County has got to be amended, for it is leading from bad to worse," "And how amended to

"That is a question for some wiser legal mind than mine. But I should say primarily, abolish the Commissioner of Jurors and his office, banish the Judges from the drawings to which they pay and can pay little or no attention, drop the sherill and County Clerk, and make the empanelling of birors the sworn duty of the clerks of the Supreme, Superior, Common Pleas and General Sessions Courts, without additional salary, but a proper fee for subponn-servers employed by the clerks.

QUIET DAY AT CONEY ISLAND.

THE WEATHER BOTTER THAN IN THE CITY-

DROWNING OF A WAITER. There was no need to seek the seashore for omfort yesterday, and in consequence the number of cople at Coney Island was much smaller than usual Those who went found the place warmer than the city which they had left. There was a breeze, but orating to those on the beaches than to the dwellers of the city who had remained at home. The visitors at the beaches were mostly seekers after pleasure rather than comfort, and their number thinned s one went eastward on the island. At Brighton Beach there were twice as many persons as at Manhattan, while the Oriental Hotel, devoid of all ade-snows and catch-penny contrivances to tempt the democratic masses, was left to the enjoyment of a few more than its regular guests. The progress upward in the social scale from West Brighton to the Oriental was marked and was almost in exact proportion to the de-crease in the means for idle amusement. Yet it is a fair subject for remark that naturalness of conduct and exaberance of enjoyment among the visitors to the Island Those to whom the visit is more than an everyday ex perience, the people of the "lower-middle-class," mo-nopolize the broad and breezy beaches and roomy expanses of West Brighton, while for the people who scorn all tables and accommodations exopt those at the Manhatian and the Oriental there re main only the sea, the pizzzas, the board walks and ur ightly bulkheads. Here are consolation and compensa-

man only the stat the passes, the board was and analogistic balkhe ds. Here are consolation and compensation for the majority.

The monotony of Sunday life at Coney Island was varied yesterlay by an accident of a distressing mature. A young man was drowned in front of the Erighton Rescu bathing paydion. He was Michael Quinn, are twenty-three, a waiter in the Hotel Britation since last Hurshlay. At 10 m m he was walking near the clare of the paydion when the wind one of the hard life into the surf. It was a new sile one, and he was 10 m to lose it. He tried to hire a boy to go into the water after to him a boy refused. He then run into the bathing-house, procured a suit, and went after too hat binned. He was no ut for it some distance beyond the danger line. He was recurning to the shore, when said deep he threw up both hands and sank beneath the sur nec. Rely could not reach him and ne was drowned. It is thought that he was seed with a crossp. His issue was at No. 202 East Ewenty-second st., this city.

Religious services were held at the Manhatan Beach Hotel yeaterlay forenoon, the Bev. Dr. William Ormiston, of the Reformed Church, preaching at 11 of lock on the versade of the head, Tacre were few yeaters or the island at the dantal, Terre were few yeaters on the island at the time, and his congression was conforced main of the guess of the Manhat-

few visit-res on the island at the time, and his confricta-tion was composed main y of the guests of the dimina-tian Beach and Oriental Horels. Similar services will be held every Summy during the sension they will be son-directed by representative men from different churches

CABS AND CARRIAGES.

A LETTER FROM T. W. KNOX. THE CARRIAGE SYSTEMS OF NEW-YORK, LONDON, PARIS AND OTHER LARGE CITIES COMPARED AND CONTRASTED-A PLEA FOR BEFORM IN THIS CITY.

To the Editor of The Tribune. Sin: For the past twenty years and more there has been a demand for cheap carriages or cabs in New-York City, and there have been several attempts to meet the public want, but every enterprise with that object in view has speedily come to grief either from known or unknown causes. of the movements have been undertaken with a view to making money by neglecting to give the proposed relief, and the projectors have been induced to turn their attention to other fields of in dustry by reason of satisfactory arrangements with the proprietors of existing means of transport. In other and more honest movements the projectors have been men of small capital, and if they suc ceeded in starting a line of cheap carriages it was not large enough to attract attention and be known to the public before its owner was forced to suc comb for want of funds to conduct his enterprise In one case at least the carriages were persistently run into and "smashea" by the owners or drivers of other vehicles, and some of the latter gentry openly avowed their determination to break up the new enterprise by breaking up the cabs on which it was founded. The owner was unable to secure the punishment of the offenders, as they were of the class who voted early and as often as possible on election days, and were unswerving in their alle giance to the Democracy. The police generally looked the other way during one of the collision and whenever an arrest was made the arrested voter was speedily released. Times have changed emewhat, and probably the founder of a chear cab system in New-York would be protected in his enterprise better than of yore, but he should remember the Cromwellian injunction, "Trust in God and keep your powder dry." He would meet the hostility of the whole race of owners and drivers as they stand to-day, and some of them might not be over scrupulous about the means they used to crush him. His first care should be to make his carriages strong enough to withstand the shocks of rival vehicles, and his drivers, while polite to customers, should be versed in the tenets of muscular Christianity, and able to make physical argument with their opponents. Public opinion would be with the new against the old, and the police would soon be compelled to side with public

It is the object of this letter to show the difference between cab and carriage rates in New-York and those of London, Paris and other cities on the opposite shore of the Atlantic. For convenience of alculation the shillings of England and the france marks, lire and other currencies of the Continent will be converted into American money as nearly as possible, and tractions of cents will be omitted. Twenty-five cents will be considered the equivalent of the shilling or mark, and 20 cents that o the franc and lira. Russian, Danish and other cur rencies will undergo a proportional assimilation The word "cab" will be uniformly used to desig nate a vehicle with two seats, while "carriage" may be understood to mean one of four seats. Where local distinctions exist in vehicles they will be shown by names familiar to New-Yorkers or by further explanation.

FARES IN NEW-YORK AND FUROPEAN CITIES CON TRASTED.

The official ordinance of the City of New-York approved by the Mayor May 3, 1880, authorizes a charge of \$1 for conveying one or more passengers any distance not exceeding two miles, and an additional charge of 50 cents for every additional mile Section 18 of the ordinance recites that certain other sections are for one, two, three or four persons, and there is nowhere in the ordinance any listinction between carriages and cabs. Section 17 distinctly states that " for the use of a carriage or cab by the hour, with the privilege of going from place to place and stopping as often and as long as hav be required, the charge will be \$1 per hour, and for each succeeding half hour or part thereof 50 ents additional." Briefly put, the legal rates for cabs and carriages in New-York are 50 cents a mile and 50 cents a half hour, with no fare less than \$1

In London the cab rate is 25 cents for any dis tance under two miles, and 13 cents for each addiional mile; just one-fourth the rate in New York The cab rate by the hour in London is 62 cents, and that of the carriage-known to the Loudoner as a grewler"-is 50 cents. The first hour in each instance must be paid in full, but the additional time is by periods of fitteen minutes, instead of by the salf hour as in New-York. These rates hold good beyond that radius a special bargain must be made for distances, while the rate for the first hour is 62 cents, with 16 cents for each additional fifteen minutes. A driver by distance may refuse to go more than six miles, or by time more than one hour, without stopping, and he may decline service he tween 8 p. m. and 6 a. m. The London cab is the of New-York or ordered carriages from the hotels tween 8 p. m. and 6 a.m. The hondon can is the
"hansom," of which several appearance have been
seen in New-York. The earlings or "growler" can
carry four persons inside and a lifth near the driver,
but the insiders will be much cramped for space,
and the vehicle is usually anything but "swell" in
appearance. Bagzage is 4 cents extra for each
grown that care on the outside; the cabs cannot
for stable-men cannot be satisfied with a moderate
profit in their business. And he may well incine to
incredulty when prices are advanced, as they were
during the past winter, on the plea that a foldar an
hour for a comp is unremunerative. A ter a careful study of the carriage from the notes
will appreciate the difference in carriage bills on
the opposite sides of the Atlantic, and wonder why
our stable-men cannot be satisfied with a moderate
profit in their business. And he may well incine to
incredulty when prices are advanced, as they were
during the difference in carriage bills on
the opposite sides of the Atlantic, and wonder why
our stable-men cannot be satisfied with a moderate
profit in their business. And he may well incine to
incredulty when prices are advanced, as they were
during the past wanter, on the pleat that a foldar an
hour stable-men cannot be satisfied with a moderate
profit in their business. piece that goes on the outside; the cabs cannot carry much beside their passengers, and single persons with tranks and other impedimenta must ontronize the "growler." The "hansom" is better orsed than the "growler," and when hired by distance it' must traver at the rate of six moles an nour, while four miles an hour is the regulation speed of the more ponderous concern.

In Paris the rates for cabs from 6 a, m, to midnight are 30 cents for a course anywhere within the fortifications, and an additional 5 cents to the driver as pourboirs, which costom has made obligatory. By time it is 40 cents for the first hour and t cents pourboire, with 10 cents for each additional lifteen muutes. Outside the fortifications the time rates increase about 30 per cent, and if a carriage is taken inside and discharged outside, the driver is entitied to be paid for the time of returning to bitation. Carriages are 40 cents a course and 50 station. Carriages are 40 cents a course and 50 cents an hour, with pourboires the same as for cabe, between midnight and 6 a. m. cabs are 45 cents a course or 50 cents an hour, and carriages 50 cents and 55 cents respectively, with pourboires as at other times. The all-night vehicles are generally those that have passed into the sere and yellow leaf, while their drivers often indicate that they are wasting their substance by rotonic living. Their patrons are not usually of a squeamish sort, and since Paris dies not retire carly the rollings denuities ive a good deal of patronage at the augmented rates.

nuitree ive a good deal of patrenage at the augmented rates.

Comparing his ewn city with London and Paris, the New-Yorker will realize the high price be pays for vehicular locomotion. But let us go further and look at other Continental cities, and we find ourselves faring not worse but better. Observe some of the tariffs from the official schedule; to avoid tenious repatition of words, let it be understood, unless otherwise stated, that the rates are for cabs only, the first being for the course and the second for the hour. It may be generally stated that carriages are not loss than a third dearer than cabs, and freenentity twice as much, while all drivers expect a pourboire of 5 cents the course and 6 cents the nour in addition to the legal tares.

Berlin, 25 cents, not exceeding one and one-half miles, or one-quarrier of an hour, for a first-class cab; similar course and time additional 13 cents; second-class cab two-thirds above rates. Naples, 16 cents and 50 cents; two horses double rates. Geneva, 50 cents and 50 cents. Dublin, 12 cents and 38 cents; extra time by half hours, 12 cents.

general class can two-fining above areas. Speed of crate and 50 cents; two horses double rates. General, 50 cents and 50 cents. Dublin, 12 cents and 38 cents; extra time by half hours, 12 cents. Rome, 16 cents and 34 cents. Moscow, 12 cents and 20 cents. St. Petersourg, same as Moscow. Stockholm, 21 cents and 22 cents; extra hour, 14 cents. Copenhagen, 25 cents, 40 cents.

The fist might be carried through many other cities, but the above will suffice for practical purposes. It should be remembered that all baggage which cannot be carried in the hand of the passenger of inside the vehicle must be paid for extra and the driver is not compelled to take part in the loading or discharge of impelimenta. Such work belongs to the porters, and if the driver lends a hand be expects to be, and should be, paid for doing so.

MANAGEMENT OF CABS IN EUROPE. In Paris nearly all the cabs and public carriages are the property of two enormous associations or companies, the "Compagnie Generale des Voitures" and the "Compagnie Urbaine," with depots and stables in various parts of the city. The drivers are uniformed, so that they may be readily distinguished, and each vehicle is numbered conspicutionally on the lanterns, also on the sides, and usually on a corner and wait till an empty vehicle comes in companies, the "Compagnie Generale des Voitures"

on the rear. The driver is required to hand to a patron, when he enters the vehicle, a slip of paper on which the rates of fare and his number are given, the latter in very bold figures. In this way any well-intentioned design of swindling the stranger within the gates may be frustrated, and articles forgotten on leaving the vehicle may be traced without difficulty. I once took up a cab on one of the bculevards and drove to the Bois de Boulogne to witness a parade; leaving my overcoat in the cab, I walked to the edge of the parade ground and discovered on my return that the police had mixed things up generally, and the cab could not be found. The only clew to the driver was his number (1,744) on the printed slip; and that even ing I sent a note to "Cocher No. 1,744, Paris," in closing my card with the name of my hotel. The next day the driver returned the overcoat and collected his fare. On another occasion I secured an umbrella by the same process; again when a driver insisted on overcharging me, I made complaint of the matter by letter to the manager of the "Compagnie Generale," stating the case in full and giving the driver's number. Five days later there came a response appounding that the case had been investigated and inclosing postage stamps to the amount of the overcharge. Attempts at overcharging are less frequent than in New-York, and doubt-less for the reason that they can be so easily traced

In the English and nearly all the Continental ities the public vehicles are owned by small com-panies or by individuals, and in many cases the drivers are themselves the owners of their cabs and carriages, together with the horses that draw them. The Paris companies down to a few years ago paid their drivers 50 cents per day, in addition to the peurboires, and each driver was expected to make an honest report of his receipts. A large force of contollears was and still is employed to keep a check on the movements of vehicles; they are uniformed and stand at the street corners and other public places to make note of the vehicles that pass them, places to make note of the vehicles that pass them, and whether empty or occapied. By means of these reports the company is able to approximate very nearly the earnings of a driver; the manager knows very well what should be the general average, and if a man does not keep up to it he is disclarged on general principles. In ordinary times a cab returns about \$1 a day, while on Sundays and festivals it should be not much less than \$5, the driver's wages being included it each case, but not his pourboires. In the last few years the company has introduced the system of hiring cabs and horses to the drivers for a fixed amount per day, the latter taking their chances of making or losing by the operation. their chances of making or losing by the operation. This rental varies from three and a half to five dollars a day, according to the season, the day, and the character of horse and whicle. The driver goes to the stable at a certain hour and finds the equipage to the stable at a certain nour and mass the equipage ready, and he returns it when his day's work is misshed. He has nothing to do with the feeding or greening of the horse, but must take good care of the property consided to him, and be responsible for accidents, unless he clearly proves that it was the fault of the property itself. Many of the disputes arising from this cause are of a very perplexical character. ing character. The drivers

The drivers employed by the Paris companies are subject to demurrage for lost time, and in order that such deductions can be readily made good a portion of their wages must remain on deposit at the office of the depot to which they belong. Apropos of lost time, a Paris driver once told me the following story:

lowing story:

"Last week the assistant manager of my depot died suddenly, and the general manager sail be would like to have all the drivers who were willing to do so join in the funeral procession with their vehicles empty. There are 300 drivers at the vehicles empty. There are 300 drivers at the depot, and about 200 of us went to the foneral and followed in the procession as the manager desired When we were pand off we found that each one of the 200 had been charged for three hours demurrage, the time required for the funeral. If any asweek, he wouldn't have many drivers at his inneral you may be sure. We thought we had given enough when we lost the chance of extra pourboires for three hours, and didn't expect the company to charge us for the time we had been asked to give stant or even the manager himself should die nex-

Many of the London drivers are the owners of Many of the London drivers are the owners of their vehicles and horses; where the case is other wise they generally hire the equipage for a 'xed amount per day. From \$1 to \$5 a day is usually paid for a good and well-horsed "hansom," and the conditions of hiring are about the same as in the Paris depots. Where the drivers are employed on wages, a careful watch is kept over their earnings, as the opportunities for "knocking down" are greater than in Paris, and a man who falls below the average too often is very likely to lose his situation. An owner is generally satisfied when a good cab and house make a net return of \$25 a the average too often is very likely to have his situation. An owner is generally satisfied when a good cab and house make a net return of \$2.5 a week, but there are certain days and seasons when he expects more, as well as others when he puts up with less. Horse feed is dearer in the English and Continental cities than in Now-York, the depreciation in vehicles is about the same everywhere, the taxes are heavier their than here, and the other expectation in the same everywhere. taxes are neavier there than here, and the other expenses are little if any lower. There is no just reason why we should pay in New-York any more than is paid in London for carriage-hire, with the single exception of the wages of drivers and grooms. And this item is not enough to justify the rates which have been made by our city authorities and approved by the Mayor.

LIVERY-STABLE SERVICE. Dropping the numbered or unnumbered vehicles that ply for hire on the public streets, let us turn to the livery stables. In London, Paris, Berlin, Rome, St. Petersburg or any other large city of the Con-tment and British Isles, we may hire for \$5 or \$6 a day a large carriage or landau, with two fine horses and a driver in livery, and everything in "style," Another dollar will give us a footman, also in livery, and if times are dull the whole turnout, driver, footman and all, may be had for \$5 and a pourboirs of \$1. Anyone who has paronized the livery stables ful study of the carriage question, and a reasonably varied experience in Europe, the writer inclines emphatically to the opinion that New-York is compelled to pay double prices for its public conveyances, other than omnibuses, street and elevated railways, and an excellent opportunity awaits the men who will organize a system of cheap and at the same time good cabs and carriages. The plan of organization might include points in the systems of London, Paris and perhaps of other cuties, with a few features, more or less, of American origin. If one can hire a cab for 40 cents an hour in Paris and Conenhagen, and for less than that figure in half a dozen other cities, it is possible that we can sometime ride for less than a dollar an hour in the metropolis of the Western world.

OBJECTIONS TO CHEAF SERVICE ANSWERED.

OBJECTIONS TO CHEAP SERVICE ANSWERED. Objection has been made that the shape of New-York is unfavorable to a system of cheap carriages. It is a long city," says the objector, " with busi ness at one end and residences at the other. In the forenoon everybody wants to go down-town, and in the afternoon everybody wants to go up-town; in either part of the day the carriages would run empty one way, and there is only one street in which they can run. Consequently your cheap cabs could not be supported. Then, too, the elevated railways, and the omnibuses and street railways take everybody who wants to ride cheap, and there can be no patrons of cabs beyond those who are willing to pay a dollar for a ride."

I will answer these objections in their order. True, the shape of New-York is peculiar, and there

I will answer these objections in their order. True, the shape of New-York is peculiar, and there is culy one other city exactly resembling it in this respect. Bombay is the counterpart of New-York in shape: the "Fort" corresponds to the "downtown" of Manhatan Island, while the Byculla quarter, two miles away, is the resident section, with one principal street corresponding to Broadway. The business of Bombay is nearly all at the Fort, white innected twentieths of the European residents live in Byculla, or on Malabar Hill, which is quite as far from the Fort and over a more difficult road. But there is a system of cheap vehicles in Bombay in spite of its shape, and also in spite of a transway which spreads through all the quarters of the city and has three classes of carriages or compartments for as many grades of passengers.

In London, Paris and all other great cities there is a tendency of travel in one direction in the morning and another in the afternoon, so that the conditions are not materially different from those of New-York. London has the underground and lighlevel railways corresponding to our elevated lines, and both London and Paris are provided with omnious lines that surpass those of New-York in effectiveness. This is particularly the case in Paris, where "La Compagnie Generale des Omnibus" gives a ser ice such as the most imaginative stay at-home New-Yorker never dreamed of. Naples and some other Centimental cities have introduced the street railway, yet the cheap cars live and have their being as of yore. And furthermore let us remember an incident in our recent omnibus history: About two years ago the fare was, and had been since the war, 10 cents for a single ride, and the companies found their business declining. They reduced the fare to 5 cents and the result was that their receipts were increased. In all the busy hours reduced the fare to 5 cents and the result was that their receipts were increased. In all the busy hours of the day and even earlier and later the Broadway stages are filled with patrons, no matter which way the vehicles may be travelling. It is safe to predict

sight. When a driver is on the lookout for a patron and patron on the watch for a driver, there is no difficulty in exchanging signals. The one waves his whip and the other his cane, umbrella, or an empty hand, and in less time than we are telling it the cab is at the curb, the patron seats himself and gives the necessary instructions. Unengaged cabe when away from their stands proceed at a walk, and in most cities it is understood that an unocenpied cab is unengaged. It would not require a long time for the public to understand the system when once fairly established, and it is probable that the most of the features of the European systems would be found practicable on Manhatian Island.

New-York, June 23, 1882. HOMAS W. KNOX.

THE SUNDAY TRIBUNE.

The following were among the prominent features of yesterday's issue of THE SUNDAY TRIBUNE;

Overcoming Obstruction.—Special cable dispatches, giving details of the suspension of twenty-five Irish members of the British Parliament.
Topics in London.—Special cable dispatch from G. W. 5. on political and social subjects.
Guite-au the Assassin.—Account of his burishin the jail. The Long Branch Disaster.—Death of William R Garrison; testimony before the Coroner's jury.
Outdoor Sports.—Eaces at Monmouth Park and Brighton Beach; the Columbia-Harvard boat-race, and other athletic sports.

ther athletic sports.

The Great Strike.—Legal action to be taken against the dirond companies. railroad companies.

Treaty with Corea.—Text of the treaty between the United States and the new Eastern Kingdom.

United States and the new Eastern Engdom.
Endroad Interests.
The Concord School.
Suing California Magnates.
Framesc Done by Storms.
Summer Leasure.—Interesting letters and dispatches from Thiburse correspondents at Satatoga, Newport, Bar Harbor and other popular resorts, reporting the news of the season and giving lists of arrivals at cottages and hotels.
Egypt and the Porte.—A letter of special interest from The Tribune's Constantinople correspondent on the present Eastern complications.

The Tribut's Constantinopic correspondent on the present Eastern complications.

Society in Paris.—Letter from The Tribut's regular correspondent about the closing reception for the season at Minister Morton's.

The London Stage.—Letter from the regular correspondent of the Tribut's describing some current features of the English theatrical world.

The Bural Life of England.—Captain Mayne Reid on Hunting and Honning.

The Bural Life of England.—Captain Mayne Reid on Huoting and Hounds.

New-Jersey Outlaws.—Account of some notorious deperadoes in a civilized State.

New Publications.—Reviews of "The Martyriom of Madeline," a satire on esthetic cant, by Robert Buchanan; "Onesiana"; Robert J. Burdette's combo olography of William Penn; "The International Revision Commentary on the New Testament"; and some recent books of postry.

Present and Future of Hawait.

Cecity.

Cecily.
Home Interests.
Religious Inteligence.
Science for the People.
Some Married Mistakes.
The Stupid P ig.
Notes on Heime. Notes on Heine, A Story of Dr. Bowditch. Pasteur and his Germ Theory, Dictions as a Sectal Saturist, Journalism and Women, Victor Hugo and the Jews. The Garrian The Garrise

The Garrisons and their home,
A Glimpse of "Rip Van Winkle."
Stories about Webster.
The Judge and the Dusky Brother.
A Story of Russian Discipline.
Leading news topics were briefly summarized as

Leading news topics were briefly summarized as follows:

Foreign.—Twenty-five Irish members of the House of Commons were suspended Saturday.

— It is said that the conference has agreed upon eventual active intervention in Egypt, and that Turkish troops are to be used first; the Porte has signified its intention to be guined by the views of the conference. — Legal proceedings have been taken to stop the building of the Channel thanel. Congress.—In the Senate Saturday the building the Legislative, Executive and Judicial Appropriation buil was passed; a buil was passed further to regulate the investment of the Pacific Railroad sinking funds; consideration of the General Deficiency buil was beguin. — In the House a joint resolution was passed authorizing the Secretary of the Treasury to issue two per cent bonds or certificates in exchange for bonds bearing a higher rate of interest; the Naval Appropriation bill was further considered without limit action; a message was received from the President, returning without his approval the buil to regulate the carriage of passengers by sea.

approval the bill to regulate the carriage of passen-ters by sea. DOMESTIC .- The President sent a large number of

body of Guiteau was buried Saturdayi in the jail yard at Washing.on. — A cyclone passed over Coalville, Butler County, Pean., Friday might, killing several persons and wounding many oners. — Much damage has been done at Lafayette, Ind., and Oregon, ill., by storms. — The trail of R. Porter Lee, formerly president of the First National Bank of Bullalo, on the charge of embezzlement, resulted in the disagreement of the jury. — In a fight between white and colored men at Brooksville, Fla., three negroes were killed. — The majority for the prohibitory amendment to the lows State Constitution is 28,907.

CITY AND SUBURBAN.—William R. Garrison died Saugray at Long Branch. — The Coroners CITY AND SUBURBAN.—William R. Garrison died Saturally at Long Branch. — The Coroner's inquest into the cause of the Parker's Creek accident was continued. — Jim Farrell, George Kenney, Barrett, Monitor, Itaska and Bertha won the Moumouth Park races. — Merchants say that their losses by the delay in handing freight are considerable. — Obreight retused to return from New-Jersey. — The marvard freshmen were besten by the Columbias on the Harrens? — Captam Weob won the swimming match at Coney Island. — In the games of the American Athletic Club, Myers beat the best record for 600 yards. — Gold value of the legal-

tender silver dollar (41212 grains), 87.51 cents.

Stocks were extremely duil, with fluctuations that generally were insignificant, and closed steady. Copies of the paper may still be obtained at the

office of the Tribune or by mail. Price, 5 cents.

BASEBALL NEWS.

In the race for the League pennant the Detroit and Providence nines are a tie in won games. The latter, however, have lost more games. The Chicagos are a good third and will probably be in the first place by the end of the present month Boston is a good fourth with twenty won and eighteen lost games. A table of the games played to date is as follows:

Ÿ	Providence.	Detroit.	Chicago.	Boston.	Tray.	Cleveland.	Buffalo.	Werester.	Games won.	Games loss.
Previdence Detroit Chicago Boston Troy Cieveland Buffalo Buffalo	10403-00	4 2 2 1 1 0	22 22 24 22	4 2 1 2	3 3 3 3 3 3	95-49 80	34443	4044060	28 23 20 20 10 16 15	15 14 15 18 18 17 19

The contest for the college championship is ended, and the Yales have again won the championship. Out of eleven games played they won eight, losing one game ench with Princeton, Brown and Harvard. The Yale haen owe their success to their heavy butting, as they played on the whole poorly in the held. Princeton is second with seven won games out of cleven played. Harvard is third, Brown fourth, Amherst fifth and Dartmouth hast. All of the college nince except the Harvard and Yale teams have discanded for the season. Yale and Harvard will play a contest on the Polo Grounds on Wednesday afternoon.

ednesday afternoon.
The Metropolitans out of seventy-four games this scam have won fifty-one, losing twenty-turee. Most of
the games lost were with League clubs, as the following

Cition.	won.	1086	Bunkar
League League Alliance College American Miscellaneeus	10 8 13 5 15	15 5 0 1 2	25 13 13 6 17
	51	23	74

second, the Athletics and Louisville nines being wed up on the list.
The Peerless team still lead in the Long Island Ama-

teur Association.

The Olympic and Atlantic nines play on the Polo Grounds this morning. The game will be called at 10 a m. The Metropolitans and the Harvard College nine play in the afternoon. The Atlantics and Metropolitans play to-morrow morning, and the Metropolitans and Yalo team in the afternoon. The Worcester and Providence League teams play the Metropolitans on Friday and

RACING AT LONG BRANCH.

There will be an extra day of racing at Monmouth Park to-day, and, as this will be a holiday for some thousands of people in this city, the attendance will probably be large. The list of races with their conditions and the list of entries with their ages and weights was printed in The Terrone yesterday. Pull informa-tion as to the means for reaching the course may be found in the advertising columns.

A STRIKE OF COAL MINERS.

CUMBERLAND, Md., July 2 .- The miners in tho Meyersdale and Elk Garden regions struck at noon Saturday for an advance from 50 to 65 cents per ten. They also say they will not resume work until the advance asked in the Cumberland region is granted. This action is undoubtedly the result of the combination formed at Redford, Penn., Thursday and Friday.

COURT CALENDARS-JULY 3.

SUPERME COURT—CHAMBERS—Held by Larremore, J.—First Monday motion calendar called at 11 a. m. SUPERME COURT—SPECIAL TERM—field by Denobra J.—No day calendar.
PART III—Held by Larremore, J.—no day calendar.
SUPERMOR COURT—SPECIAL TERM—No day calendar.
COMMON PLEAS—SPECIAL TERM—No day calendar.